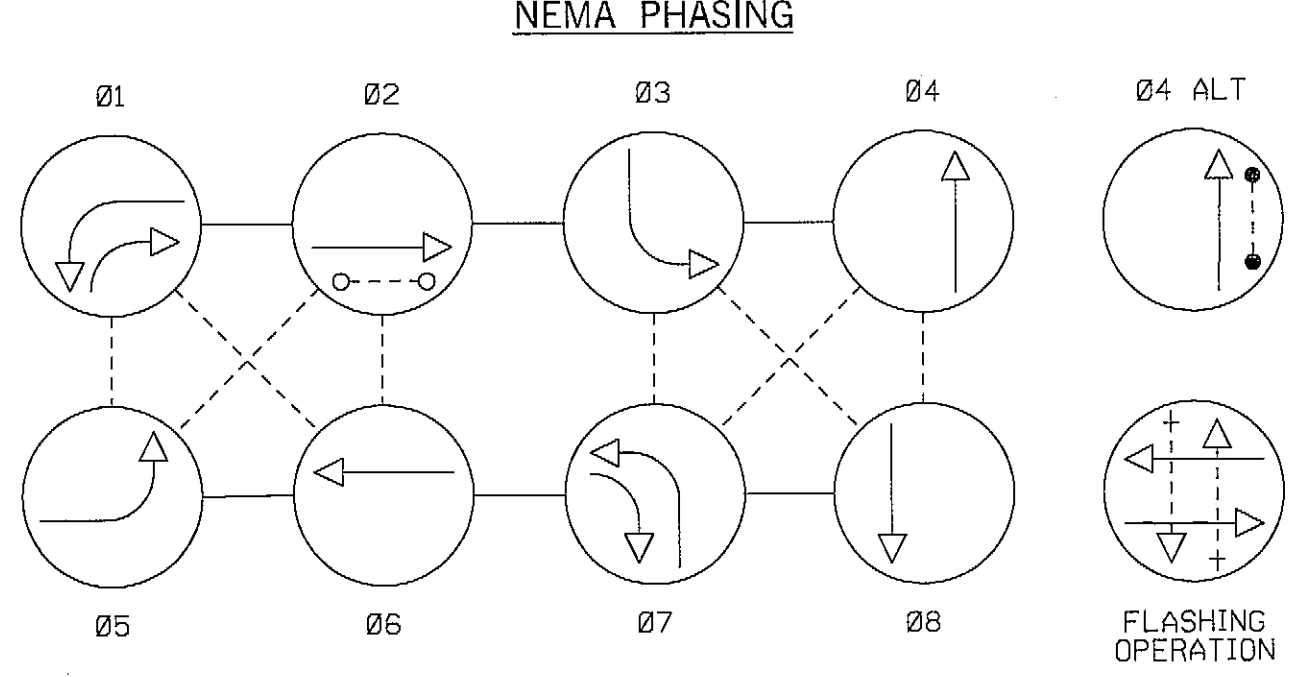
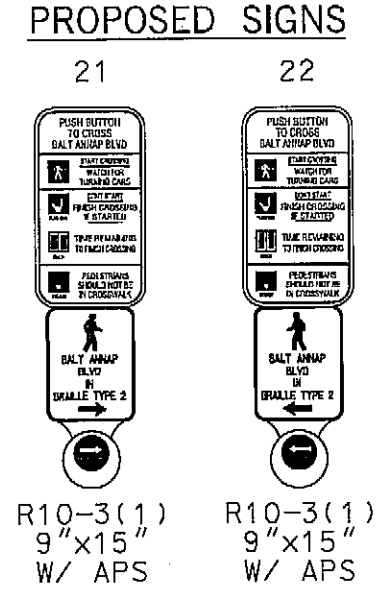
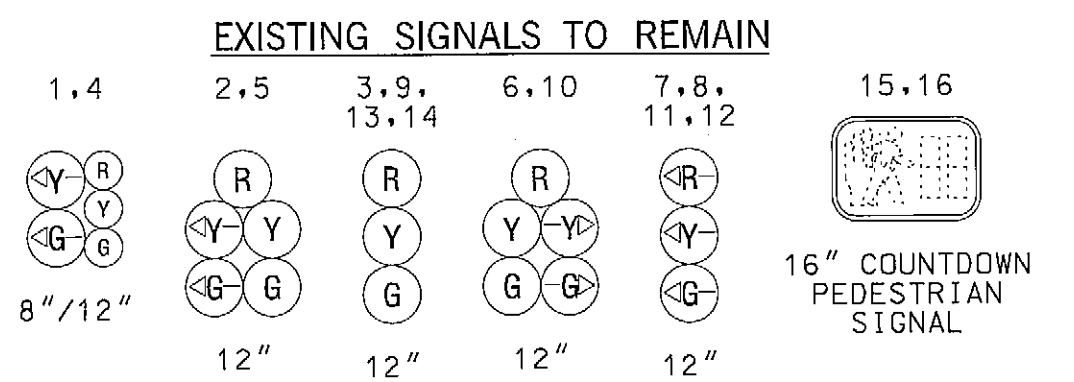


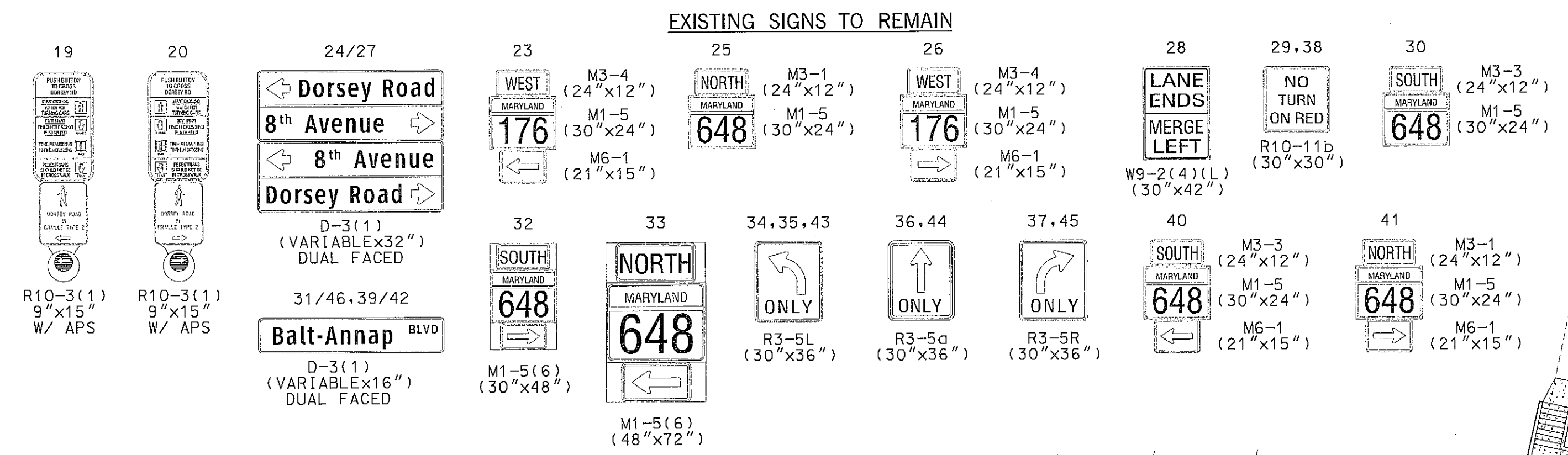
MD 648E IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION



PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

2. PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.

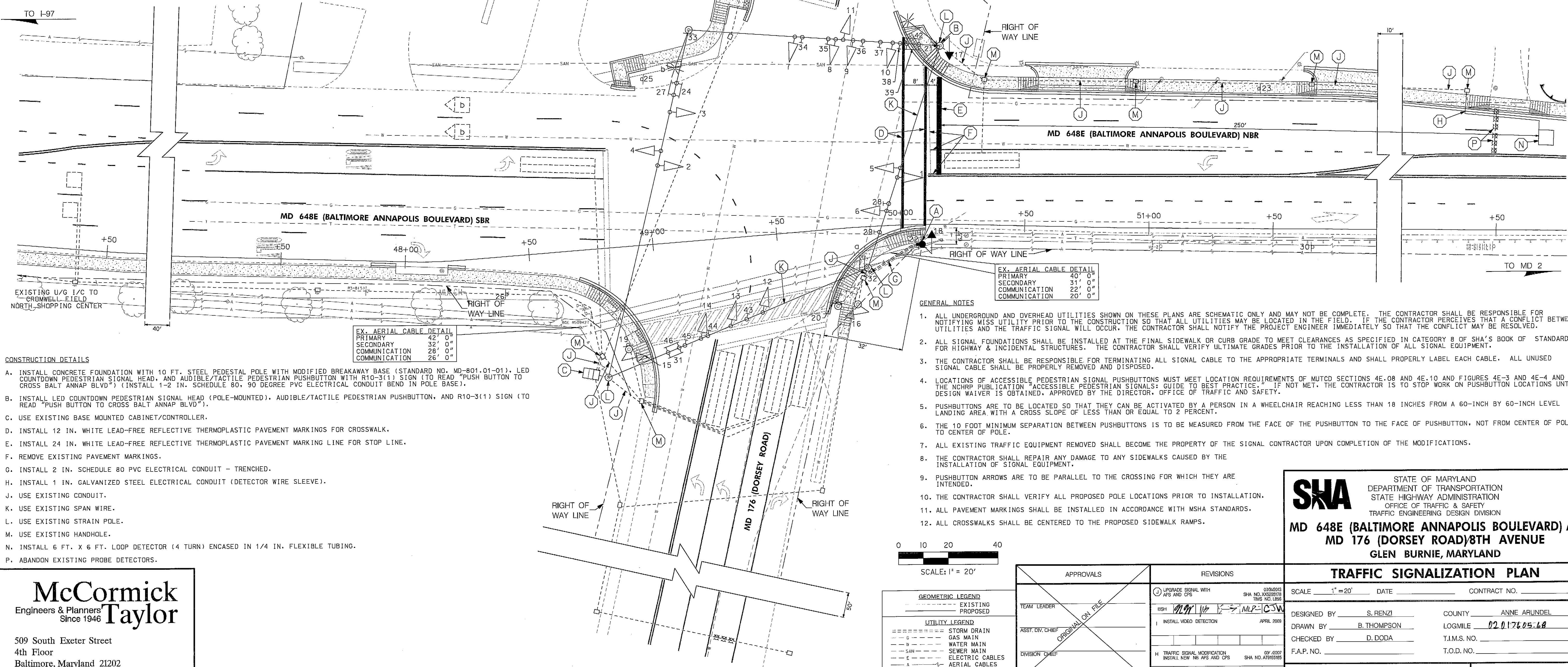


EXISTING VIDEO DETECTION CAMERA

a, b

EXISTING VIDEO DETECTION ZONE

a, b



CONSTRUCTION DETAILS

- A. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE (STANDARD NO. MD-801.01-01), LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AND AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON WITH R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS BALT ANNAPO BLVD") (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE).
- B. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD (POLE-MOUNTED), AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS BALT ANNAPO BLVD").
- C. USE EXISTING BASE MOUNTED CABINET/CONTROLLER.
- D. INSTALL 12 IN. WHITE LEAD-FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.
- E. INSTALL 24 IN. WHITE LEAD-FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING LINE FOR STOP LINE.
- F. REMOVE EXISTING PAVEMENT MARKINGS.
- G. INSTALL 2 IN. SCHEDULE 80 PVC ELECTRICAL CONDUIT - TRENCHED.
- H. INSTALL 1 IN. GALVANIZED STEEL ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
- J. USE EXISTING CONDUIT.
- K. USE EXISTING SPAN WIRE.
- L. USE EXISTING STRAIN POLE.
- M. USE EXISTING HANDHOLE.
- N. INSTALL 6 FT. X 6 FT. LOOP DETECTOR (4 TURN) ENCASED IN 1/4 IN. FLEXIBLE TUBING.
- P. ABANDON EXISTING PROBE DETECTORS.

EX. AERIAL CABLE DETAIL

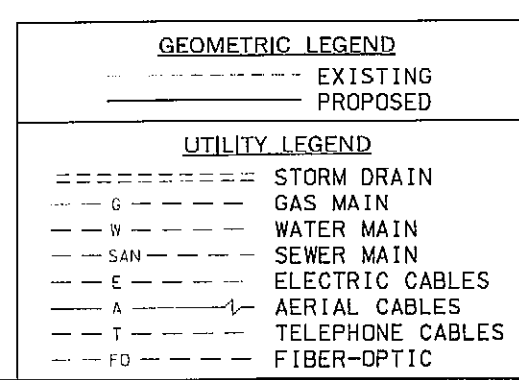
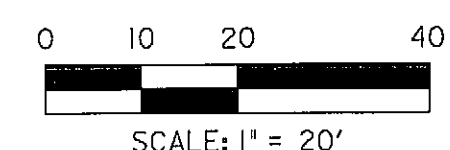
| | |
|---------------|--------|
| PRIMARY | 42' 0" |
| SECONDARY | 32' 0" |
| COMMUNICATION | 28' 0" |
| COMMUNICATION | 26' 0" |

EX. AERIAL CABLE DETAIL

| | |
|---------------|--------|
| PRIMARY | 40' 0" |
| SECONDARY | 31' 0" |
| COMMUNICATION | 22' 0" |
| COMMUNICATION | 20' 0" |

GENERAL NOTES

1. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
2. ALL SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE TO MEET CLEARANCES AS SPECIFIED IN CATEGORY 8 OF SHA'S BOOK OF STANDARDS FOR HIGHWAY & INCIDENTAL STRUCTURES. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND SHALL PROPERLY LABEL EACH CABLE. ALL UNUSED SIGNAL CABLE SHALL BE PROPERLY REMOVED AND DISPOSED.
4. LOCATIONS OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SECTIONS 4E.08 AND 4E.10 AND FIGURES 4E-3 AND 4E-4 AND THE NCHRP PUBLICATION "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
5. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 INCHES FROM A 60-INCH BY 60-INCH LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2 PERCENT.
6. THE 10 FOOT MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM THE FACE OF THE PUSHBUTTON TO THE FACE OF PUSHBUTTON, NOT FROM CENTER OF POLE TO CENTER OF POLE.
7. ALL EXISTING TRAFFIC EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE MODIFICATIONS.
8. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO ANY SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.
9. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
10. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
11. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
12. ALL CROSSWALKS SHALL BE CENTERED TO THE PROPOSED SIDEWALK RAMPS.



APPROVALS

| | | | |
|-------------|------------------|----------------|-----------------|
| TEAM LEADER | ASST. DIR. CHIEF | DIVISION CHIEF | OFFICE DIRECTOR |
|-------------|------------------|----------------|-----------------|

REVISIONS

| | | |
|---|---------------------------------|--------------------|
| 1 | UPGRADE SIGNAL WITH APS AND CPS | SHA NO. 02/26/2013 |
| 2 | INSTALL VIDEO DETECTION | APRIL 2009 |
| 3 | TRAFFIC SIGNAL MODIFICATION | SHA NO. 07/2007 |
| 4 | INSTALL NEW NB APS AND CPS | SHA NO. 07/2007 |

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 648E (BALTIMORE ANNAPOLIS BOULEVARD) AT MD 176 (DORSEY ROAD) 8TH AVENUE GLEN BURNIE, MARYLAND

TRAFFIC SIGNALIZATION PLAN

SCALE: 1" = 20' DATE: CONTRACT NO.:

DESIGNED BY: S. RENZI COUNTY: ANNE ARUNDEL
DRAWN BY: B. THOMPSON LOGMILE: 02.0176.05.68
CHECKED BY: D. DODA T.I.M.S. NO.:
F.A.P. NO.: T.O.D. NO.:

T.S. NO. 816J SG-01 OF SG-04 SHEET NO. OF

McCormick Taylor
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(410) 662-7400

BY: bshanover